

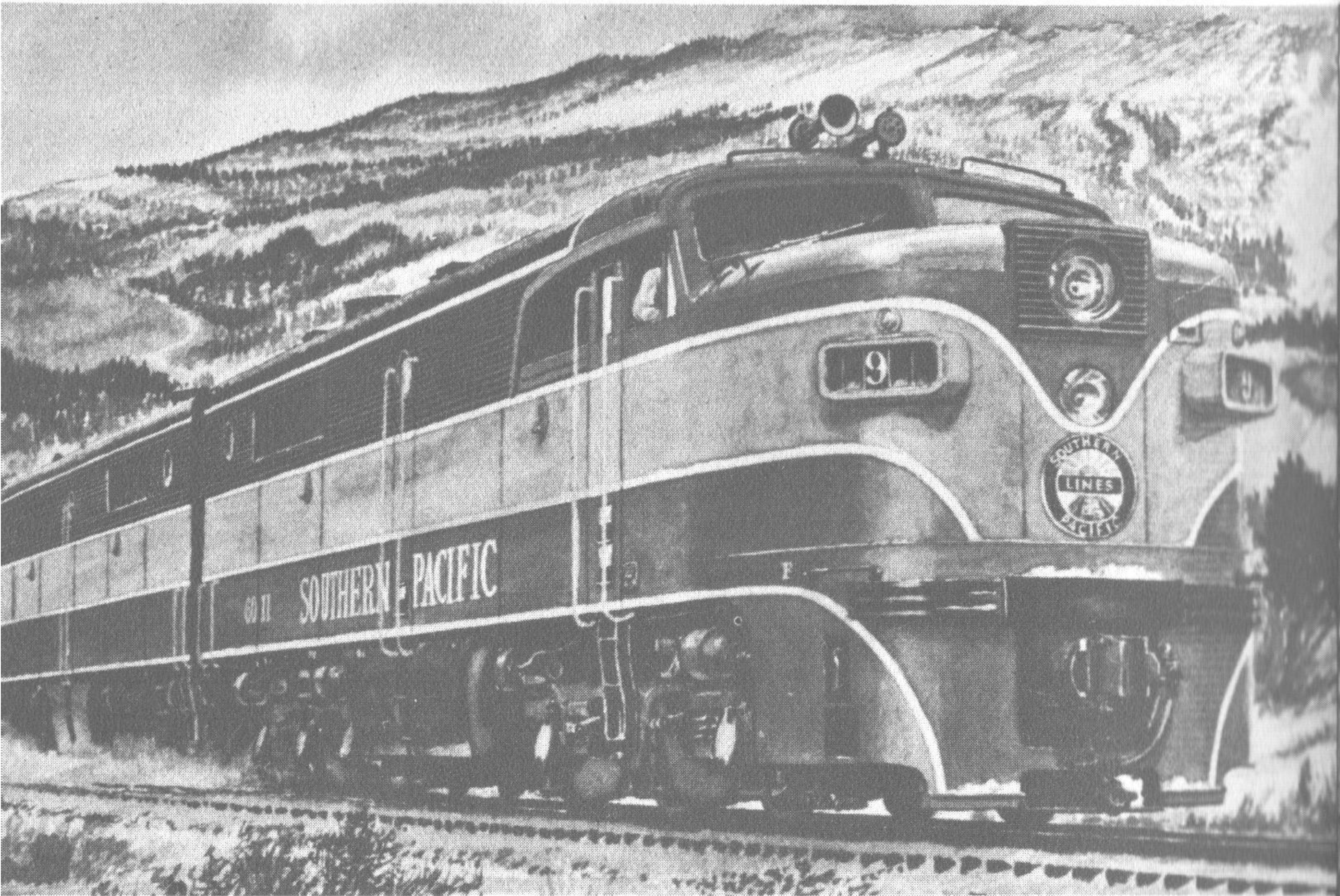
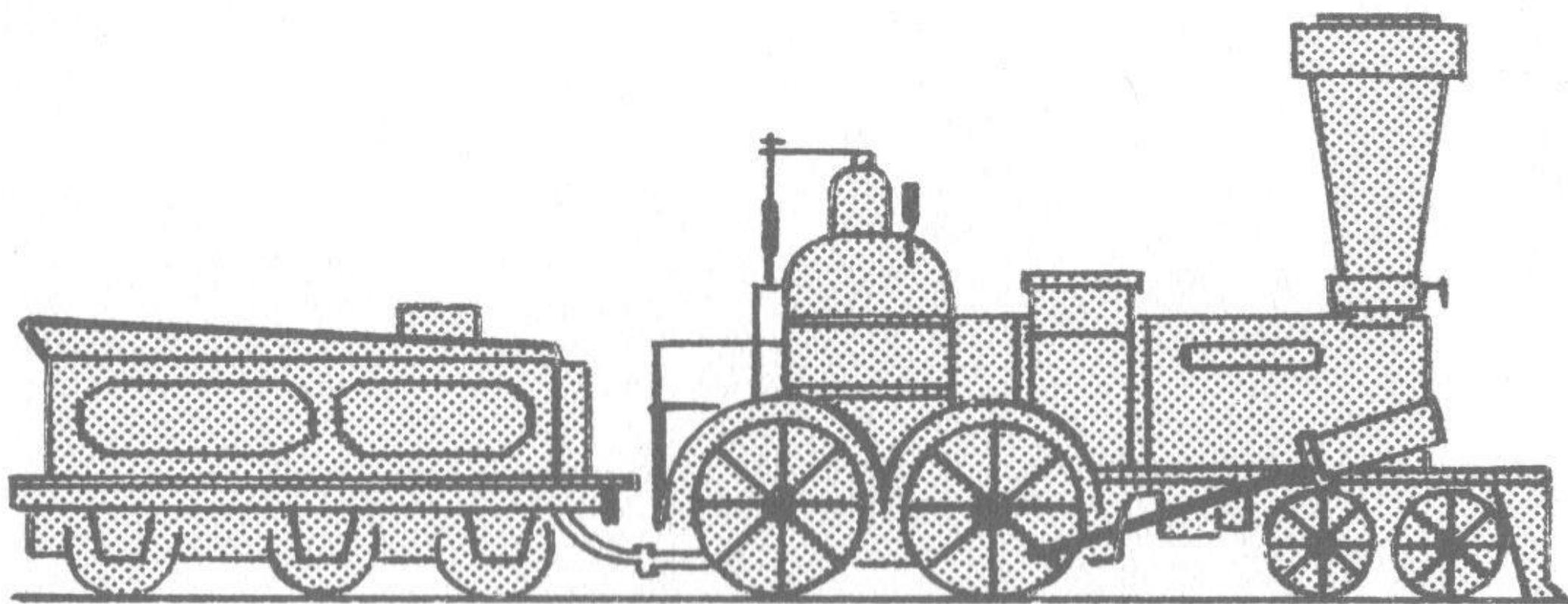
# 2 PLANTS

from one



*An Example of How Industry Is Adapting Its  
Facilities to Today's Semi-Military Economy*





For more than a century, the Schenectady plant of the American Locomotive Company has been turning out locomotives for the nation's railroads. Practically the entire history of locomotive design and development in America is embodied in this plant's history. But today Alco in Schenectady is a radically different organization . . . .





# PLANTS

from one

The decision to fight communist aggression in Korea and elsewhere brought to American industry its greatest challenge.

It had to build industrial capacity so that the nation would have the output to support a greatly expanded economy for both defense and civilian needs. And industry faced the immediate problem of turning out at once those fighting weapons and supporting products the free world needed for defense.

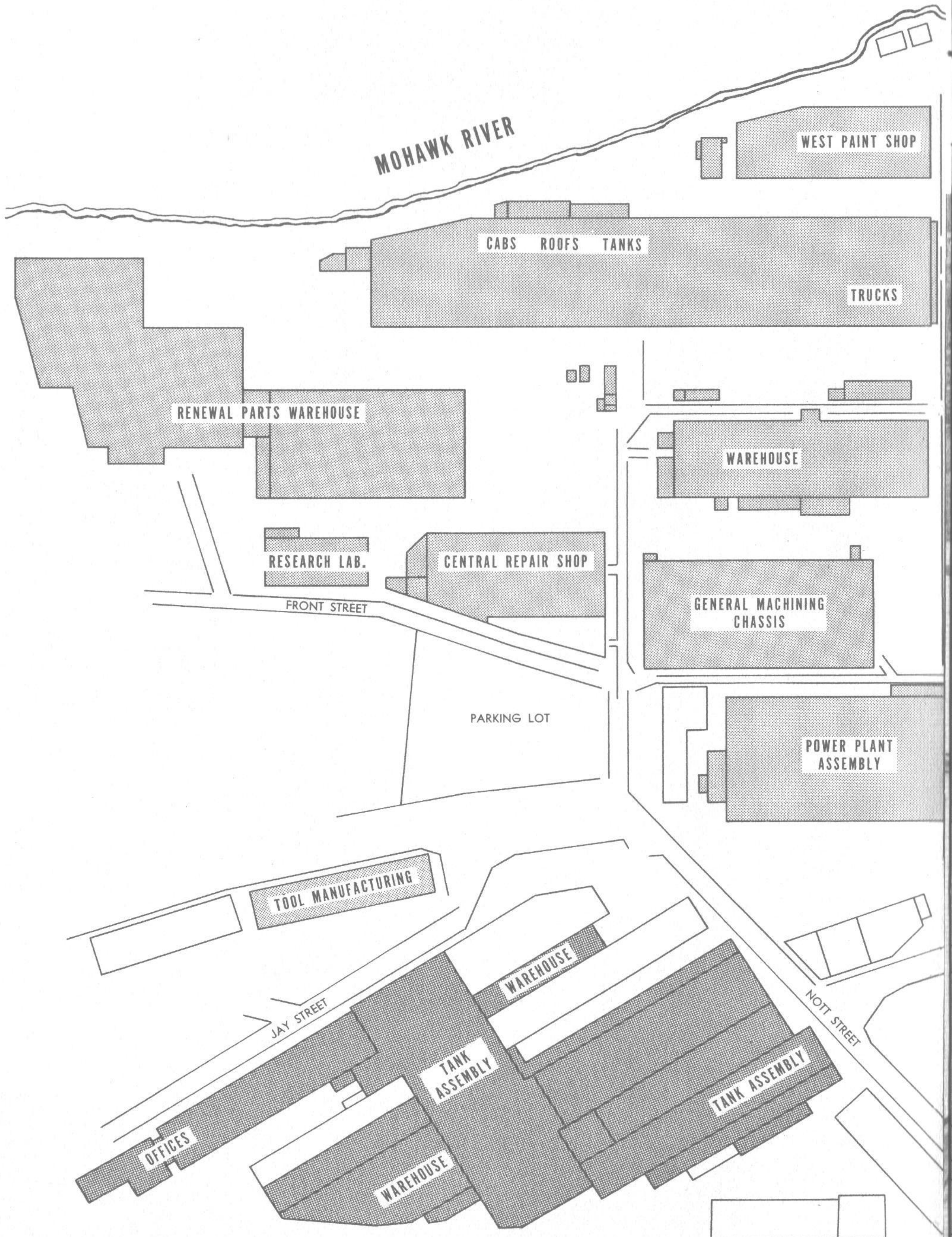
One modest example of how American industry is going about this dual job may be found in the American Locomotive Company plant at Schenectady, New York. With one quick stroke, Alco divided its existing production facilities into *two* plants. Diesel-electric locomotives continue to be produced at near capacity level to help the railroads meet growing traffic demands with more powerful, faster motive power.

Across the street a modern tank plant has arisen, converted from existing buildings. This, and a new modification and testing center on the outskirts of town, were completed in five months. With a completely separate organization, and independent shops, the Alco Tank Plant is a permanent addition to the nation's fighting strength.

What has happened at Schenectady is happening all over the nation, as industry adapts its facilities and planning to today's semi-military economy.

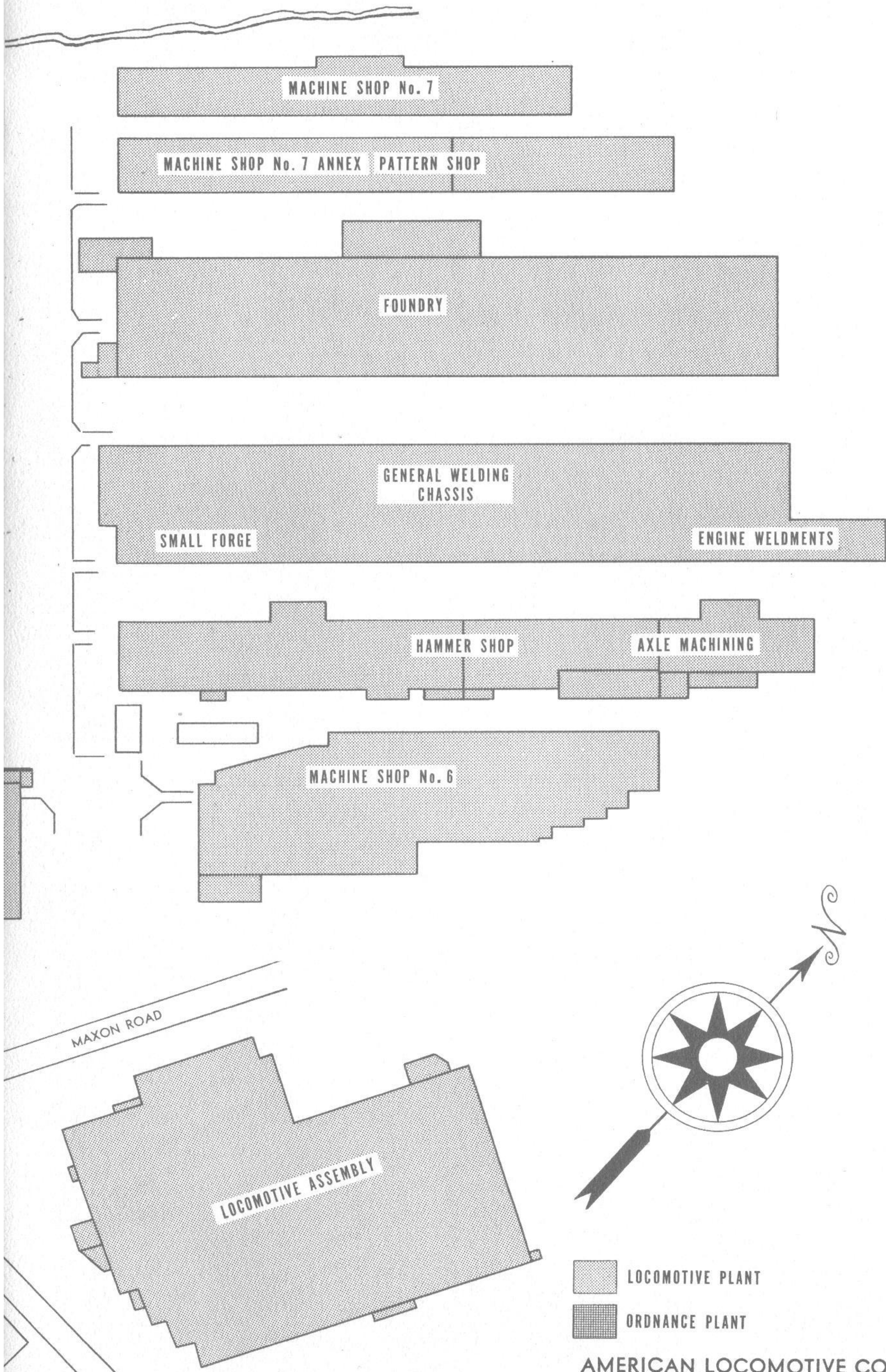


# A 112-ACRE PLANT IS





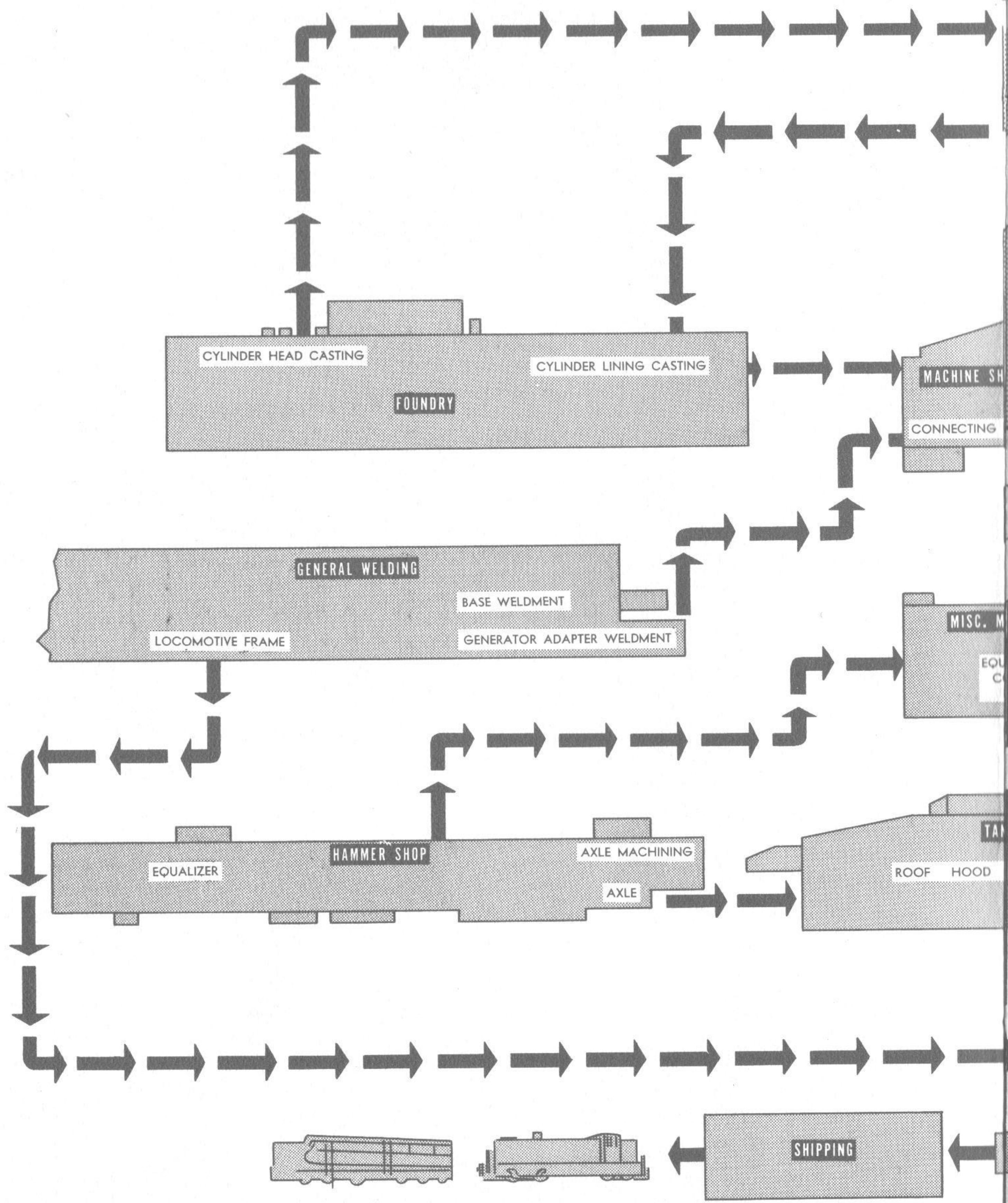
# NEATLY DIVIDED INTO TWO . . .



AMERICAN LOCOMOTIVE COMPANY  
Schenectady, N. Y.



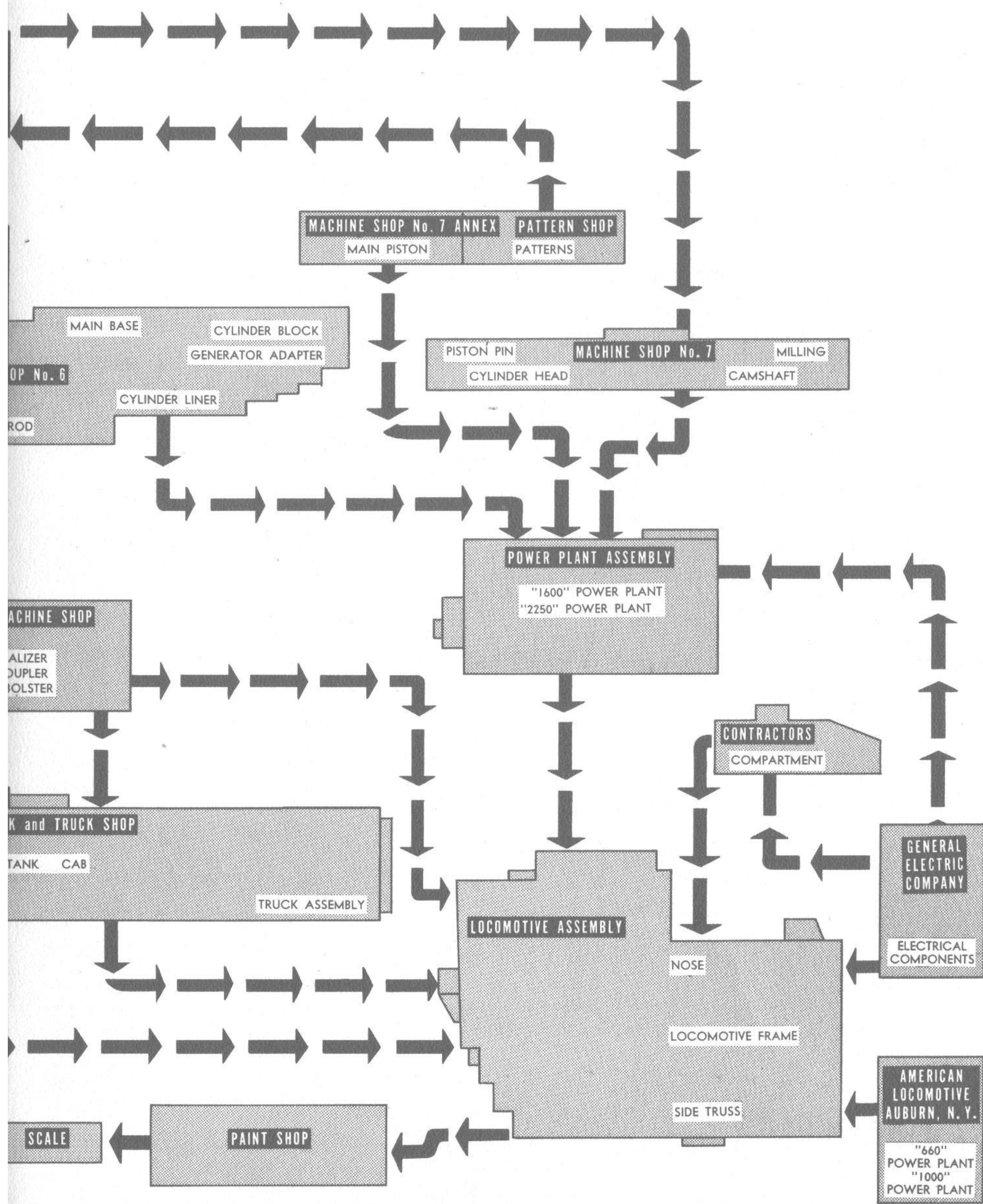
# DIESEL LOCOMOTIVES URGENTLY INDUSTRY, ARE PRODUCED IN



LOCOMOTIVE PRODUCTION FLOW CHART  
American Locomotive Company

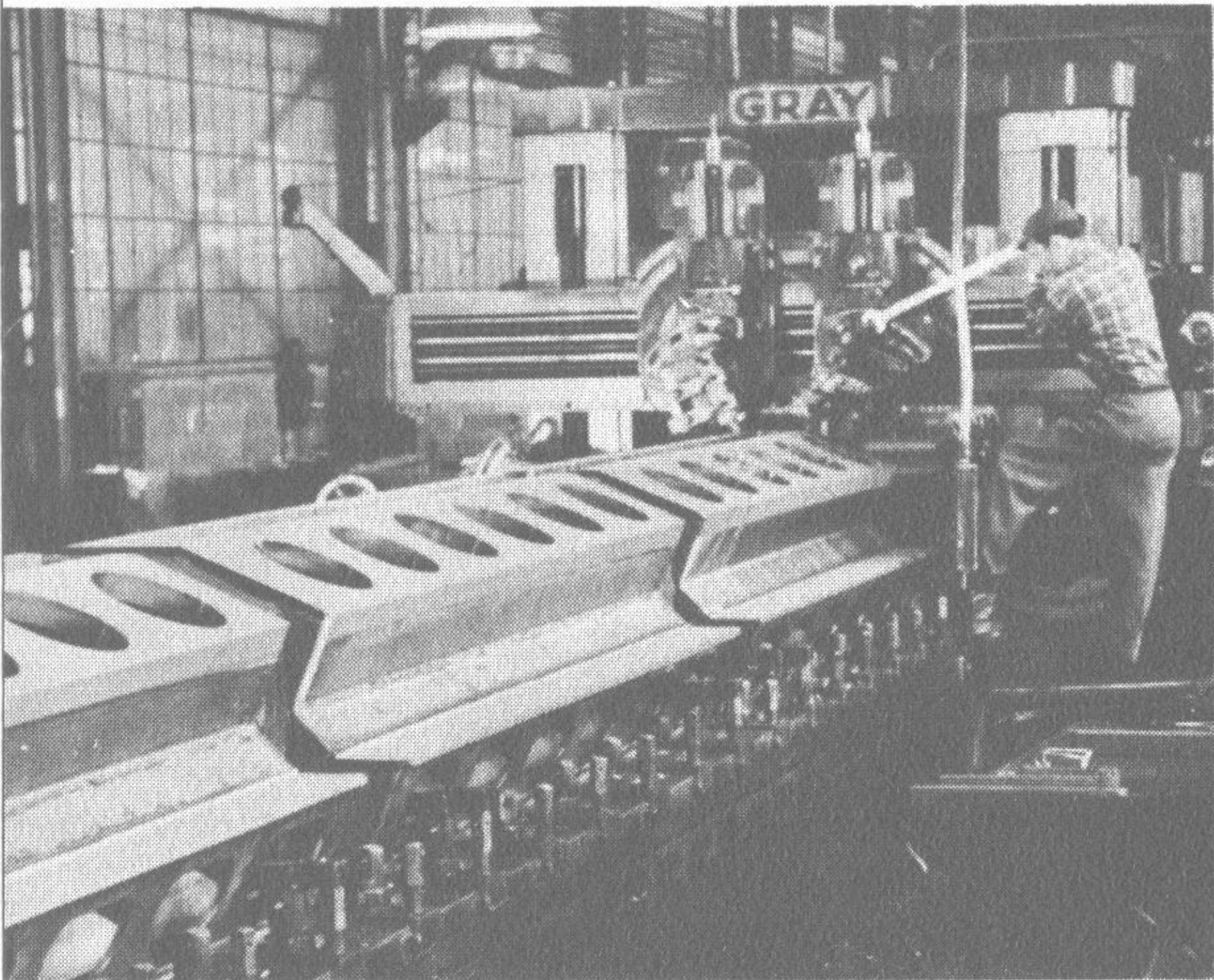


# NEEDED FOR DEFENSE AND INCREASING QUANTITIES...

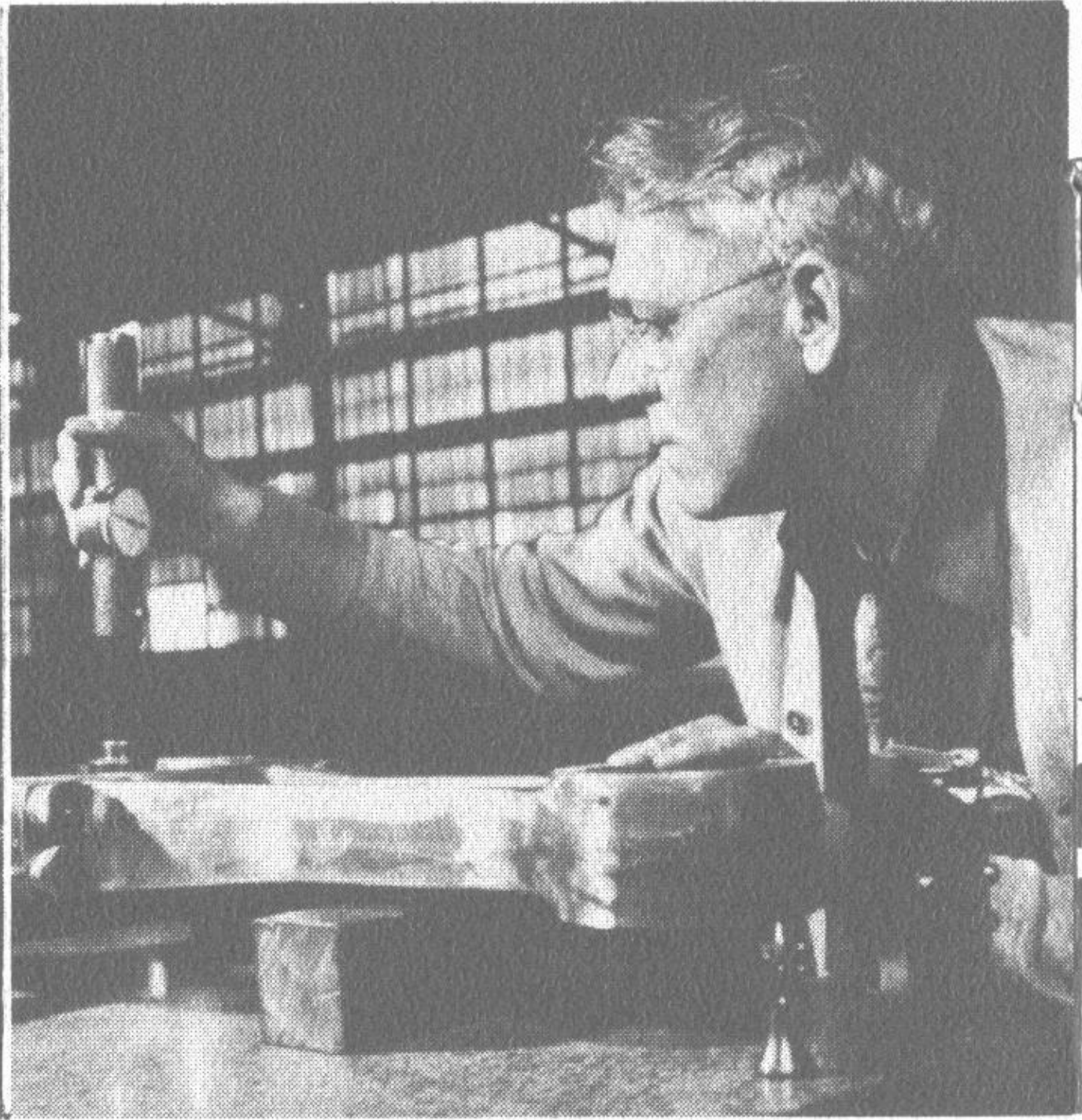




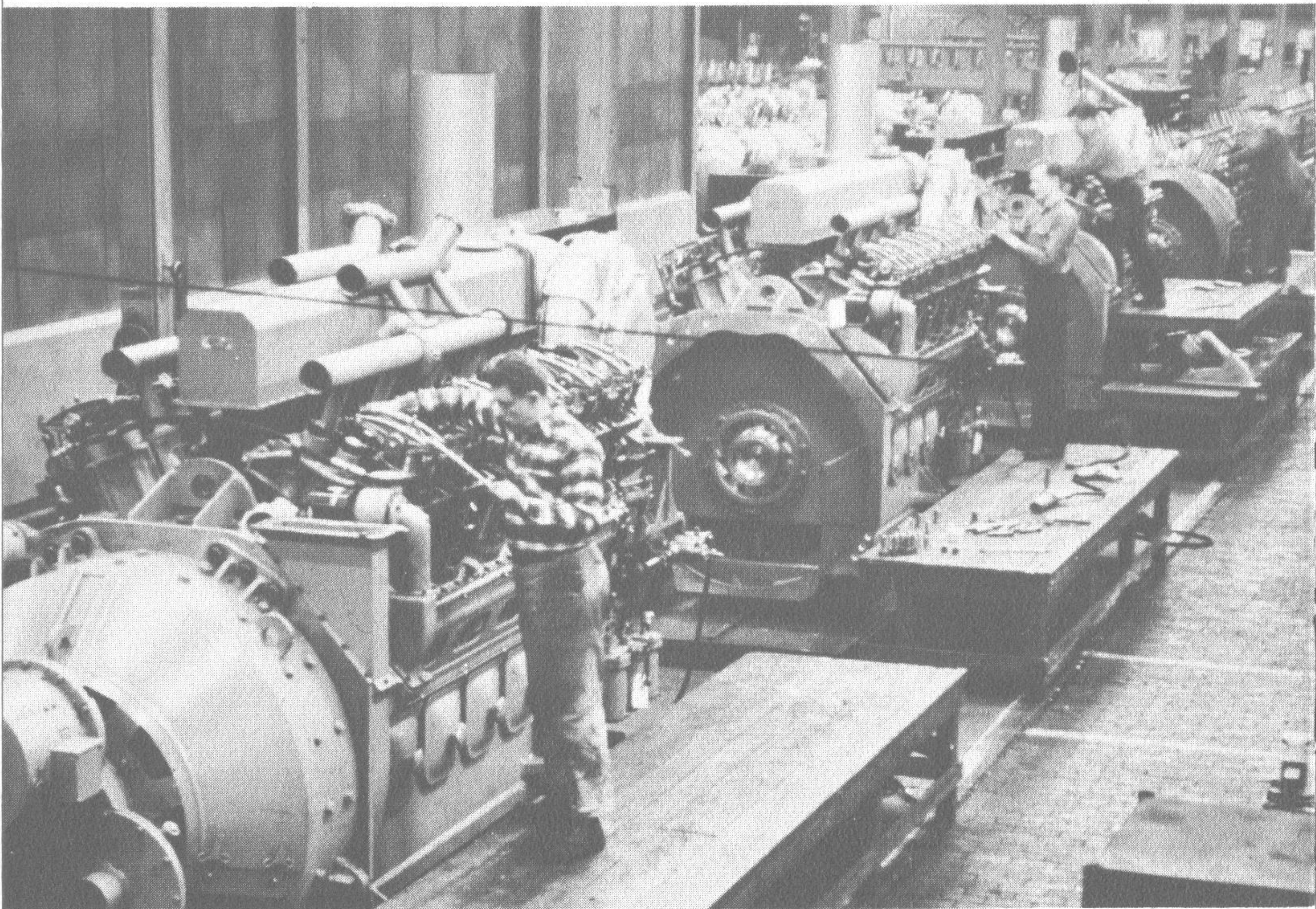
# ... BY MEANS OF THE MOST



A huge planer cuts through the surfaces of four diesel engine blocks at one time.



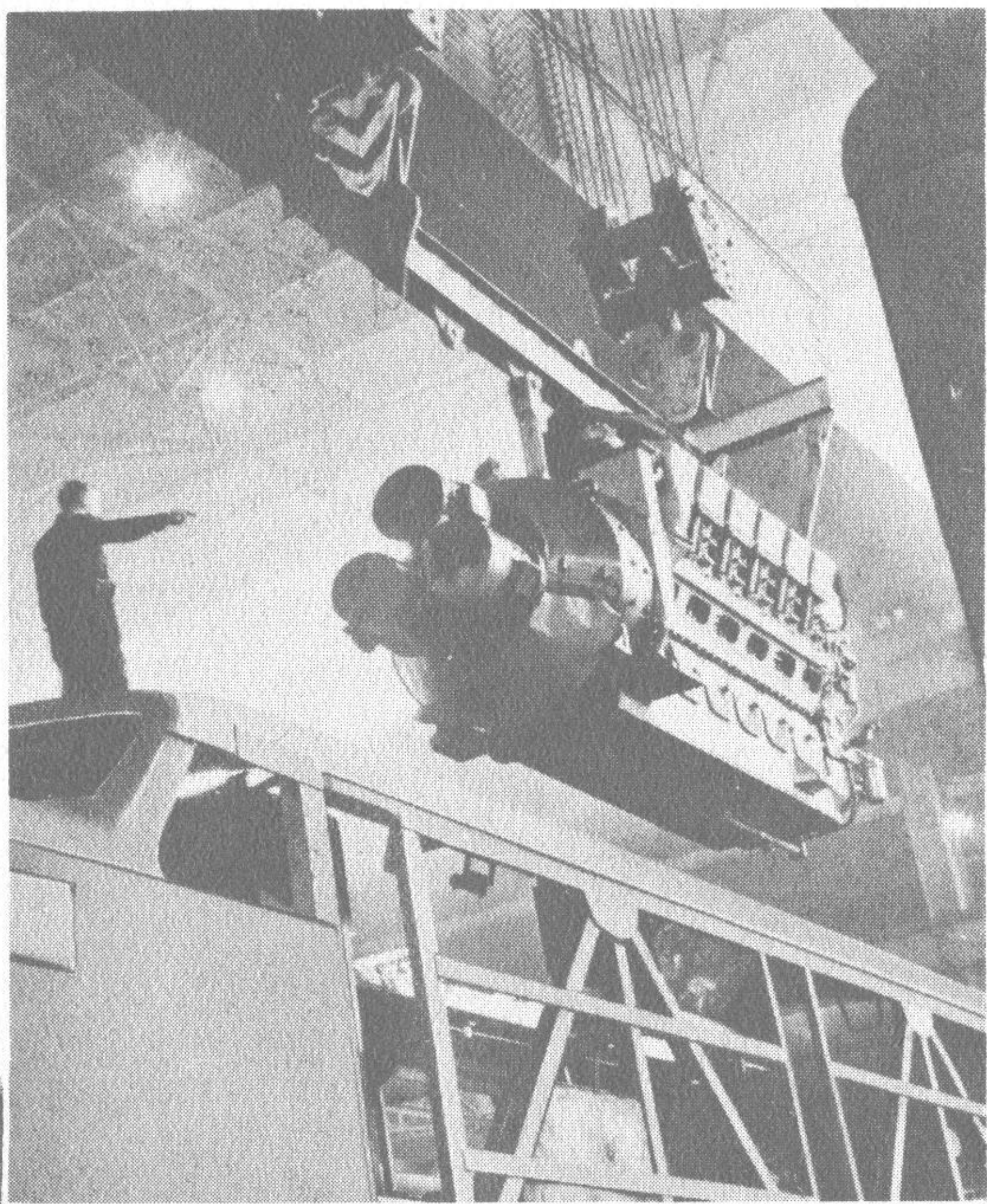
Inspection at every step in production assures precise tolerances.



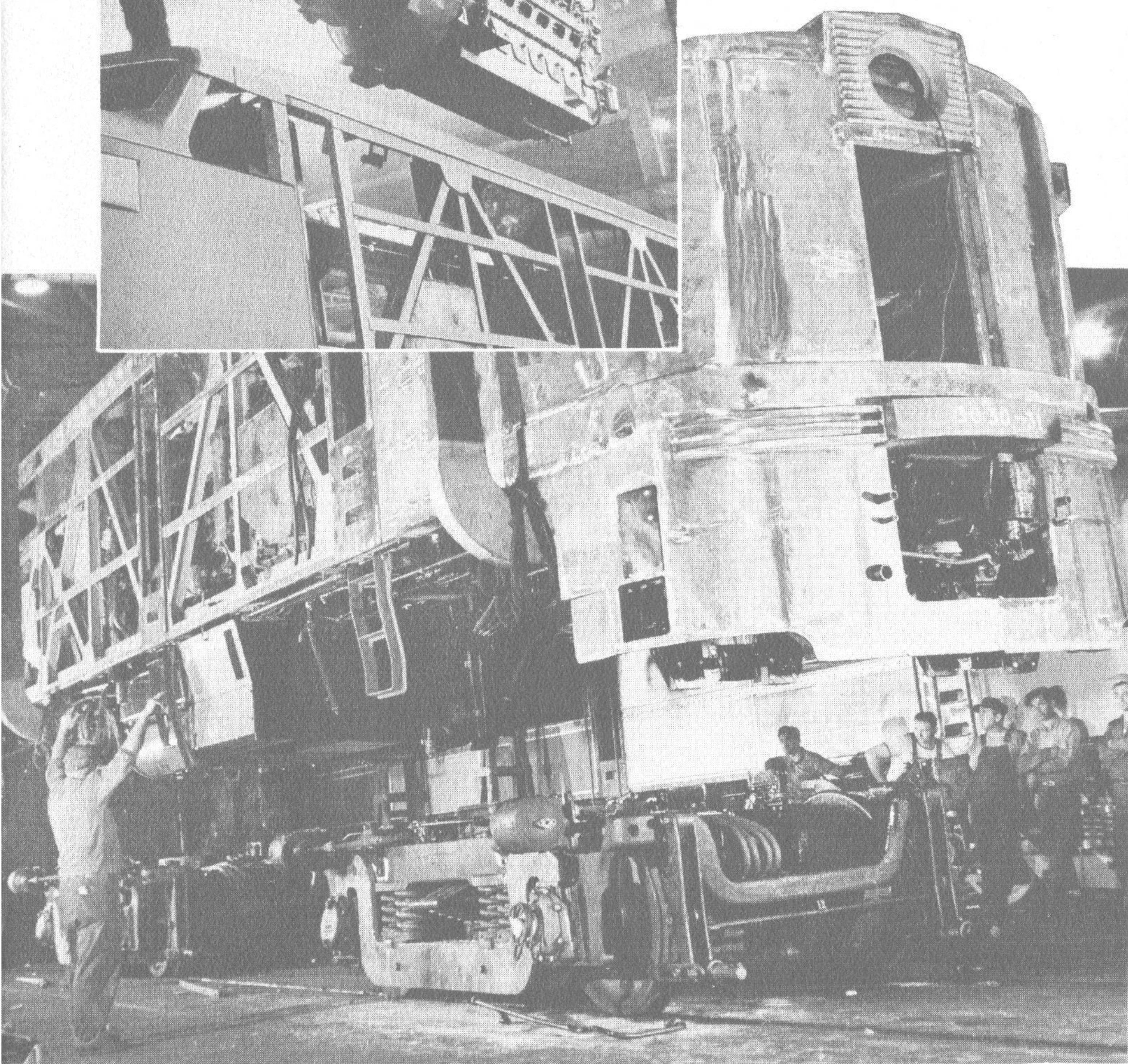
Assembly production of powerful diesel engines permits rapid output with thorough quality control.



# MODERN PRODUCTION TECHNIQUES...



Giant cranes lower completed power plants onto locomotive frames. Final step in production is wheeling. Next stop — paint shop.





# ...FOR THE NATION'S RAILROADS

Alco-GE locomotives today are operating on nearly 100 leading railroads in the United States.

Enabling the nation's prime movers to haul more freight at faster speeds, they are playing a distinct role not only in the immediate job of moving defense goods but in building up the nation's industrial potential.

Increases in output must be matched by increases in transportation efficiency — if we are to move what we produce.



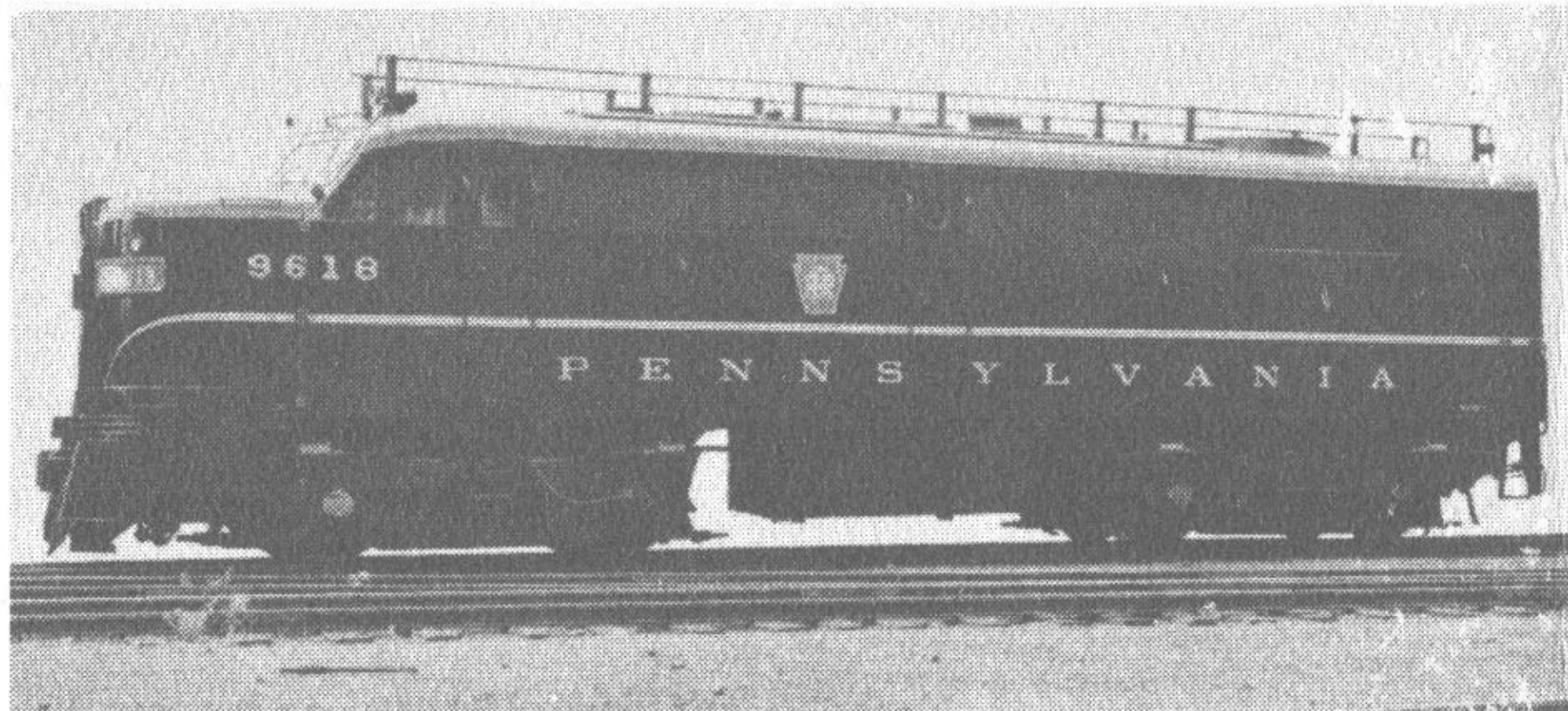
660-hp switcher



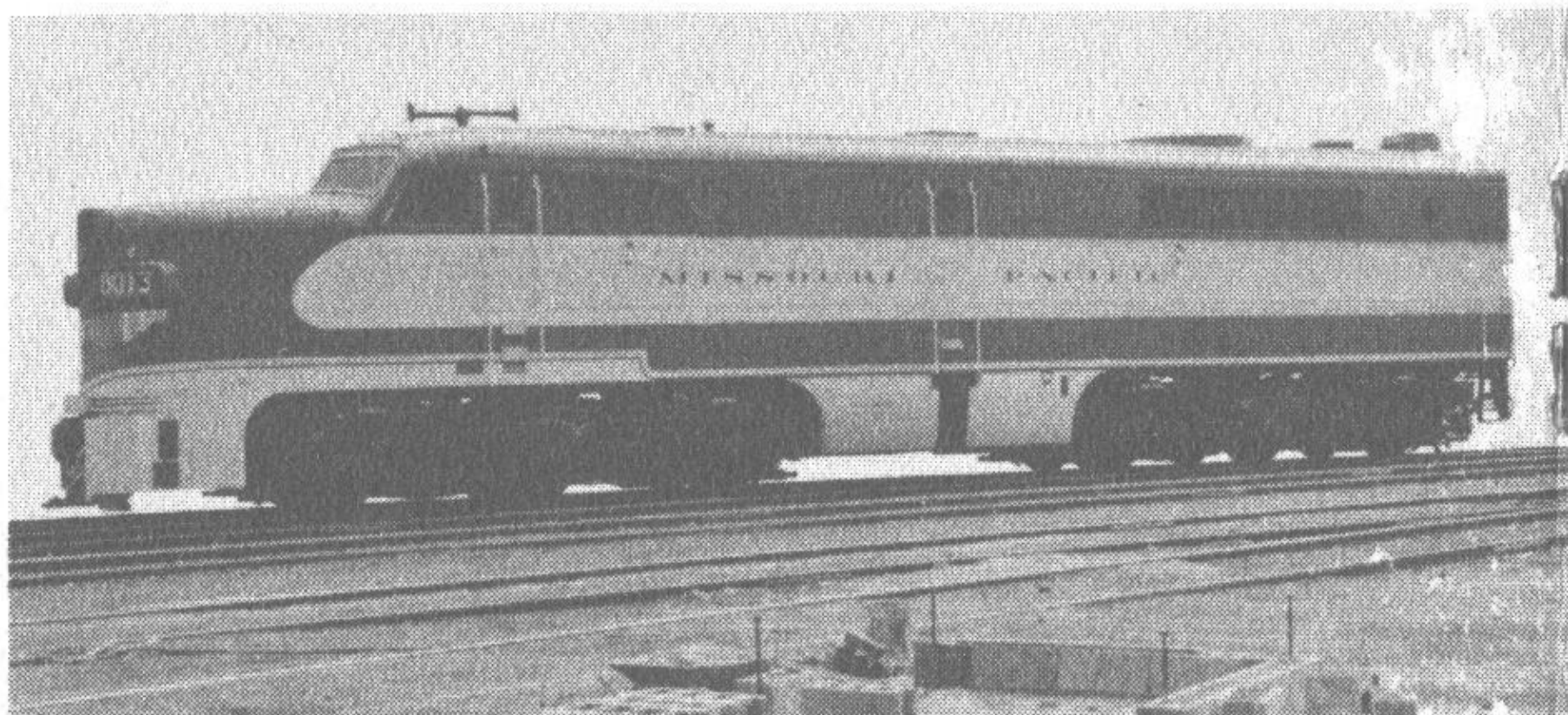
1000-hp switcher



1600-hp road switcher



1600-hp road freight-passenger



2250-hp road passenger



# BUT SCHENECTADY ALSO HAS A MODERN TANK PLANT

Beginning with the Civil War, the Schenectady plant of the American Locomotive Company has produced for defense in every one of the nation's wars. In World War II, this single plant turned out more than 6,000 tanks and tank-type vehicles. Alco helped to design some models. In keeping with the historical pattern of all industry, once the wars were over the plant was converted back to normal peacetime production.

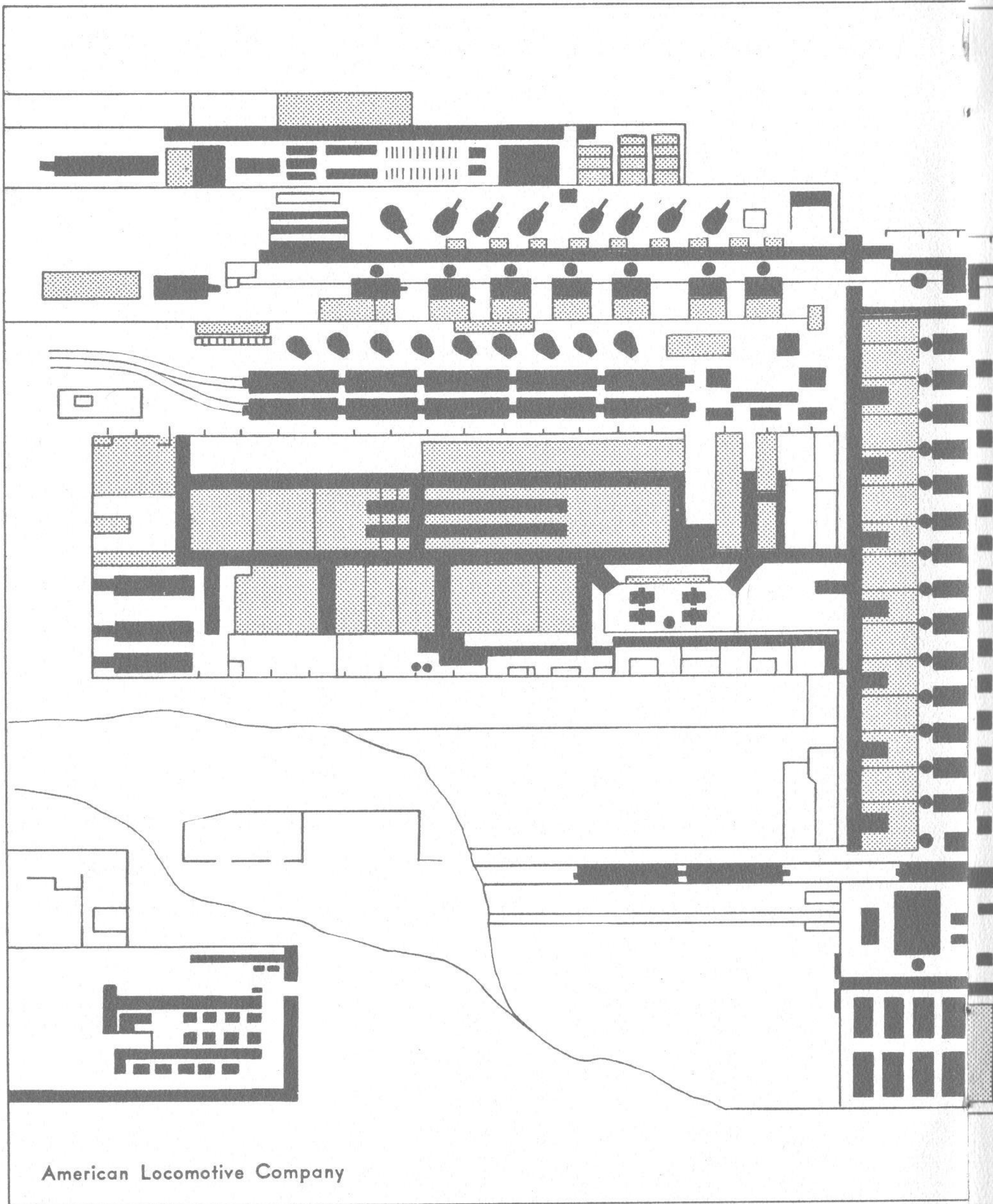
Today, however, the nation is planning a defense program for the indefinite future. American Locomotive, therefore, has changed its planning to allow for indefinite production of both defense and regular products at Schenectady.

The modern tank plant, described briefly on the following pages, is independent of the locomotive plant. If future world conditions permit the Government to lower defense requirements, the Alco Tank Plant could be put into mothballs, ready for almost instant reactivation should world conditions deteriorate again. It is part of the nation's *permanent* fighting strength.

More than 1,500 sub-contractors throughout the United States supply material and parts for the tanks produced by Alco. This policy has made available a wealth of experience from established companies at a minimum of cost to the Government.



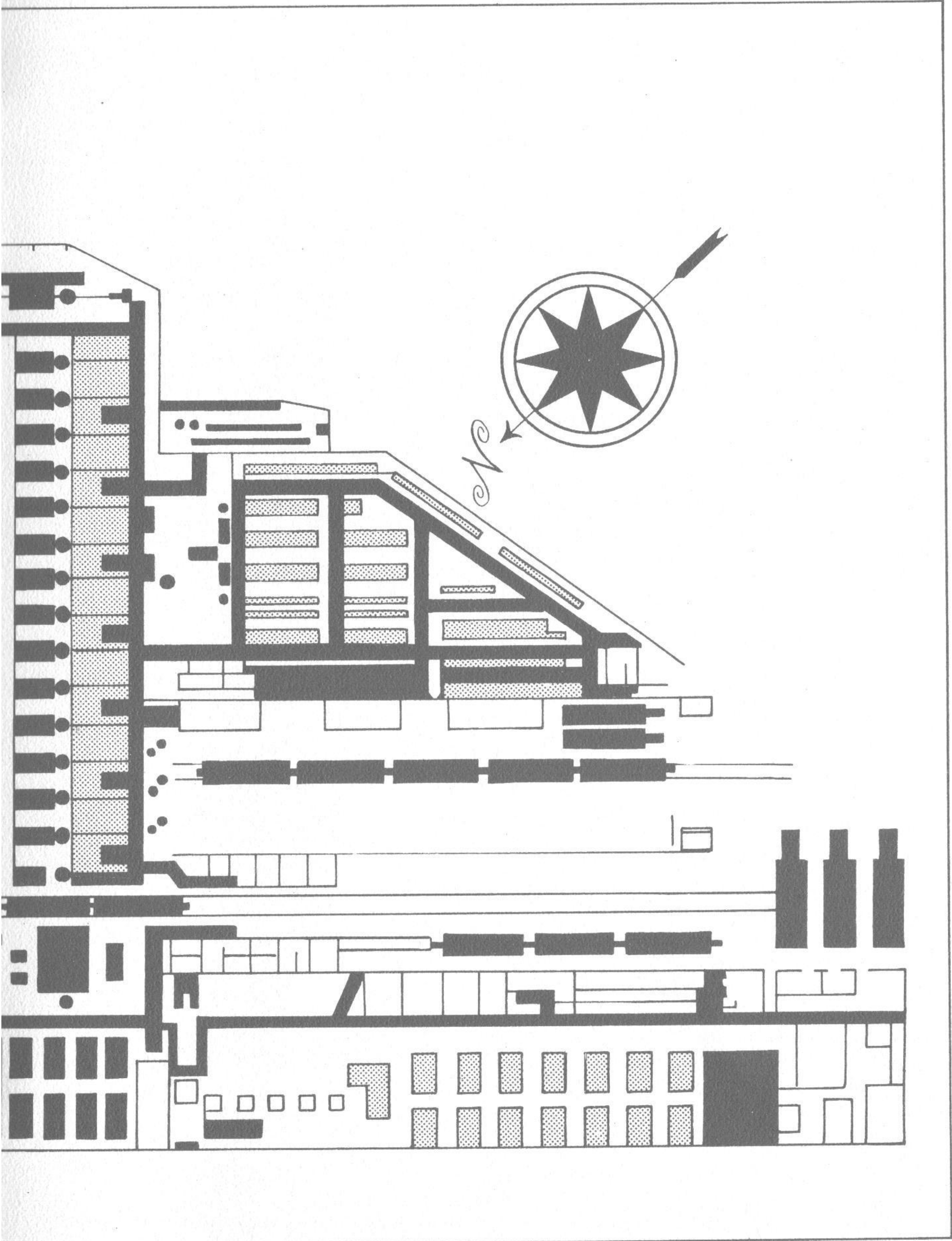
# THE ARMY'S MIGHTY NEW MEDIUM



American Locomotive Company

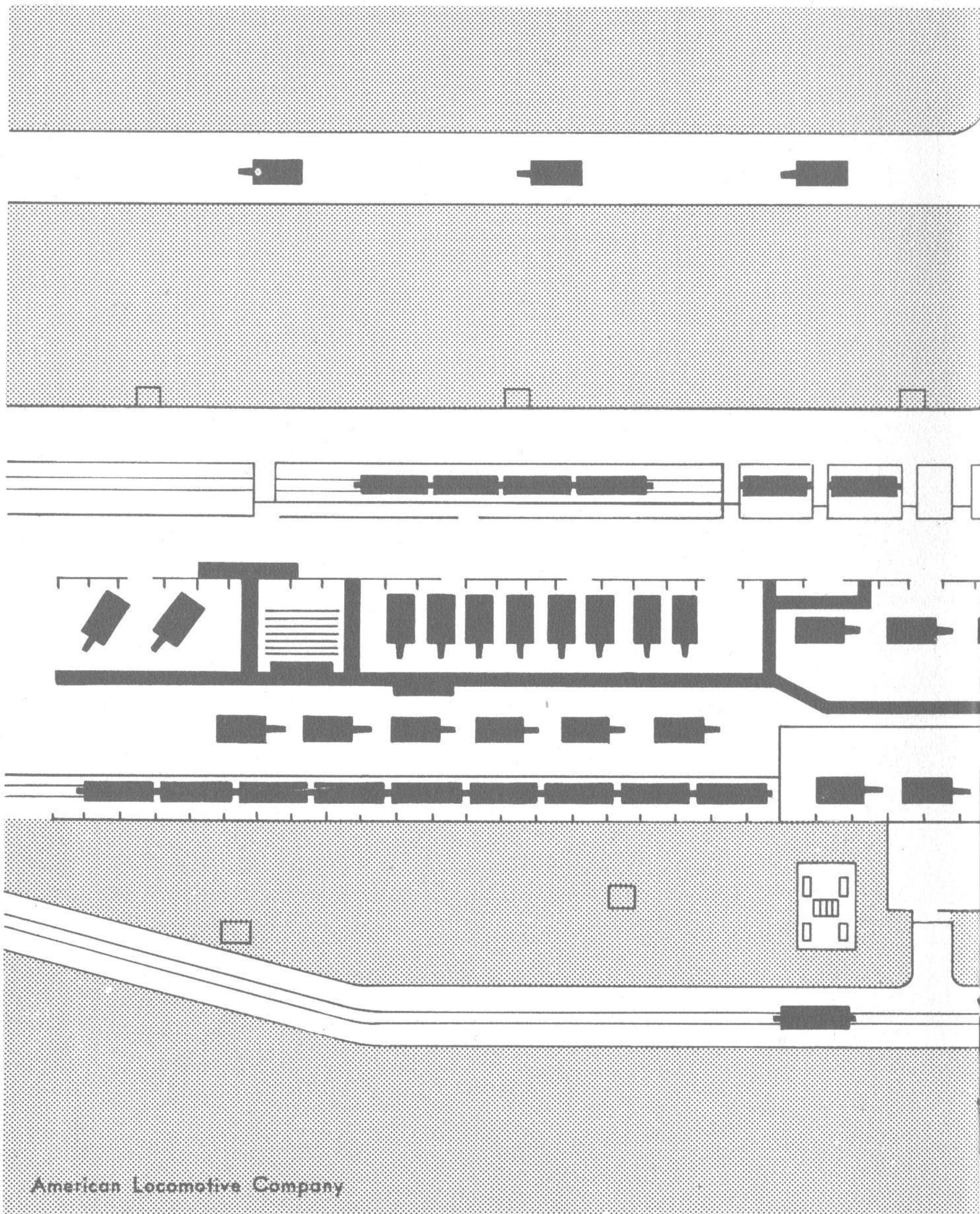


# TANK IS TURNED OUT HERE...





# THEN IT IS TESTED AT THIS NEW

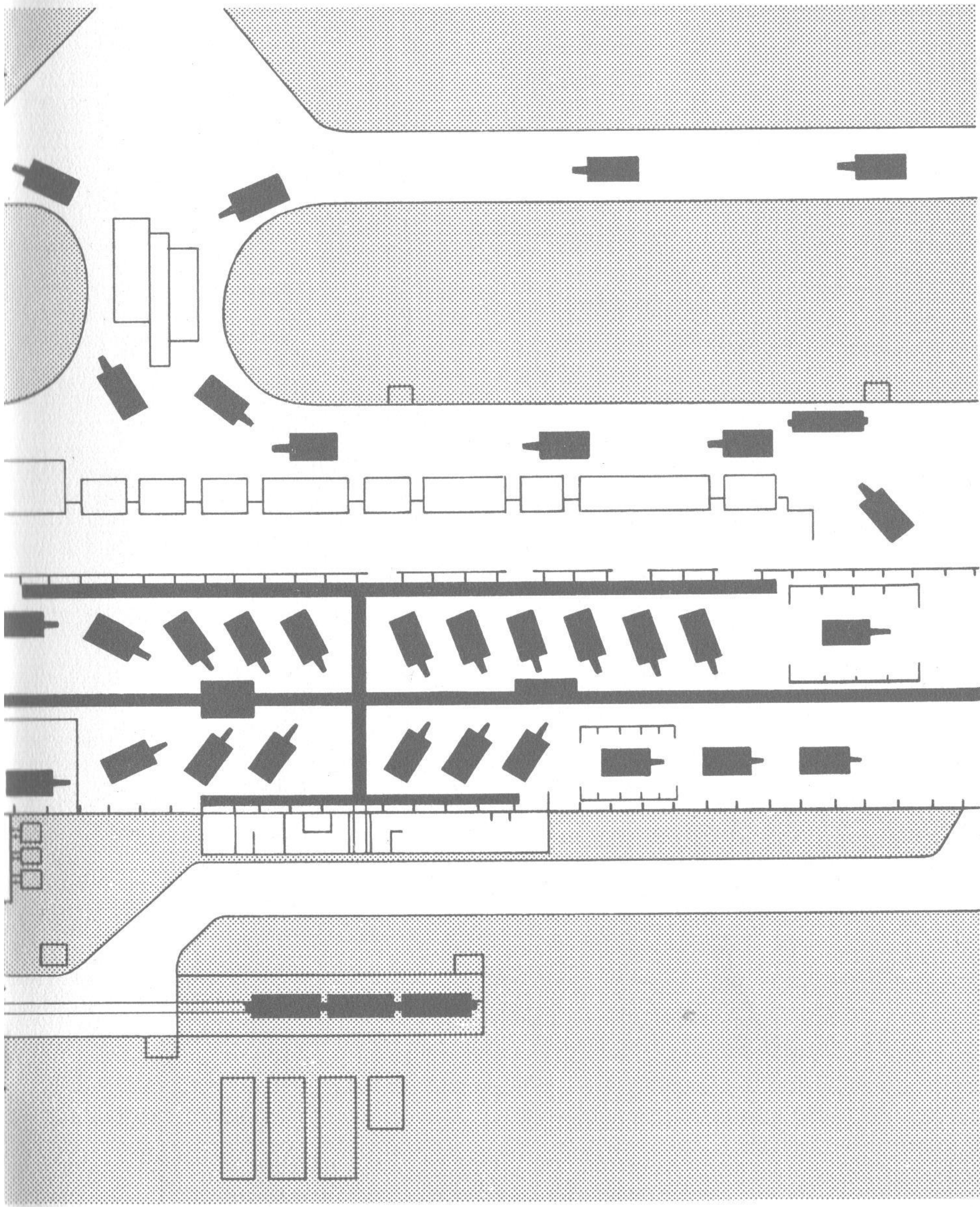


American Locomotive Company



# MODIFICATION AND SHIPPING CENTER

... WHICH WAS BUILT IN FIVE MONTHS





# A PERMANENT ADDITION TO THE NATION'S FIGHTING STRENGTH . . .

On what was once a quiet golf course, Alco-built tanks are given exacting tests.





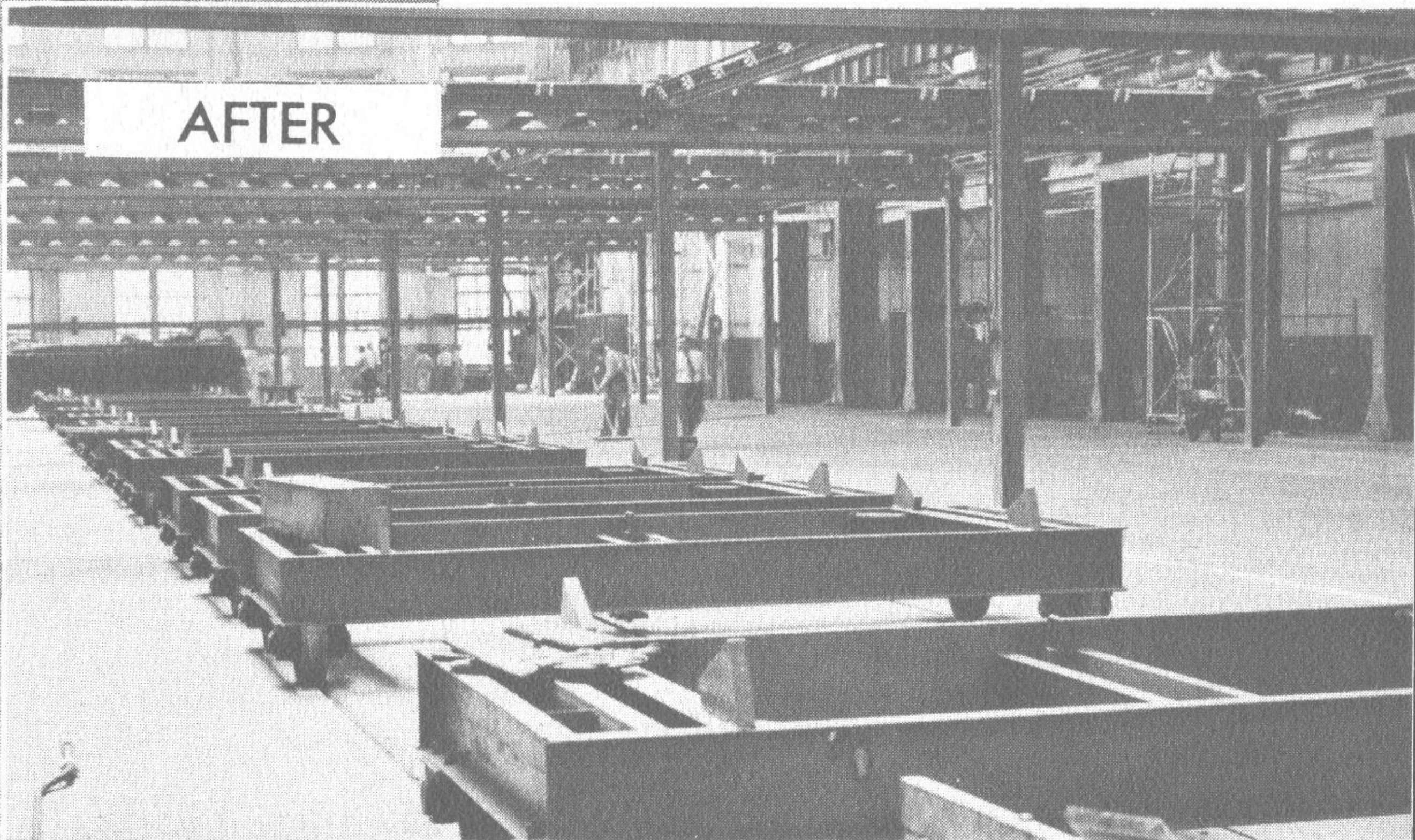


BEFORE



This shop was a warehouse  
before Korea.

AFTER



Today twin assembly lines march down  
this shop, carrying new medium tanks  
which are complete to a first coat of  
paint at the end of the conveyor line.  
(Security forbids photographs of these  
shops today; this picture shows facilities  
before volume production began.)





# American Locomotive